

The Hongkong Telegraph.

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WEDNESDAY, MAY 11, 1910.

三拜禮

號一十月五英曆

\$36 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Sterling.....\$15,000,000
Silver.....\$15,000,000
REVENUE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman,
Robert Shaw, Esq., Deputy Chairman,
F. H. Armstrong, Esq.,
J. W. Bland, Esq.,
Hon. Mr. Henry Kew-
wick,
O. R. Leatham, Esq.,
S. A. Levy, Esq.,
F. Lieb, Esq.,
G. H. Medhurst, Esq.,
M. Skellim, Esq.,
H. A. Siebs, Esq.

MANAGER:
Hongkong—J. R. M. SMITH

SHANGHAI—H. E. R. HUNTER

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 7th May, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853.)

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$1,000,000

RESERVE FUND.....\$1,000,000

REVENUE LIABILITY OF PROPRIETORS.....\$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON, Manager.

Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 20,000,000

RESERVE FUNDS....." 10,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposit—

For 12 months.....3 1/2 per Cent.

For 6 months.....3 per Cent.

For 3 months.....2 1/2 per Cent.

TAKENO TAKAMICHI, Manager.

Hongkong, 13th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

Head Office—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln., Bayerische Hypothek- und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received, or terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN, Acting Manager.

Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 2 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 13th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,350,000

ABOUT MEX \$7,222,222

RESERVE FUND.....GOLD \$3,350,000

ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK

LONDON OFFICE:

THREADEMERE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money to Current Account at the rate of 2 1/2 per Cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months, 4 per Cent. per annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL, Manager.

Hongkong, 30th April, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman,

C. Stephanius, Esq.,

Lee Yung Su, Esq.,

J. H. McMichael, Esq.,

G. R. Burkill, Esq.,

J. A. Watie, Esq., Manager Director,

A. J. Hughes, Esq., Secretary,

S. B. Neill, F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$3,054,152.00

Assets.....7,114,490.8

Income for Year.....3,073,831.81

Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS:

5.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS:

Exit cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Manager.

Hongkong, 1st April, 1910.

Steamers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR SHANGHAI: DEVANHA, Daylight, Freight and Passage.

FOR LONDON, &c., via usual Ports: DELHI, Noon, Freight and Passage.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES: NORE, About 18th May, Freight and Passage.

FOR SHANGHAI, MUJI, KOBE & YOKOHAMA: SIMLA, About 19th May, Freight and Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, 10th May, 1910.

Intimations.

LANE, CRAWFORD & CO. TAILORING DEPARTMENT.

JUST ARRIVED

NEW MATERIALS

FOR

SPRING AND SUMMER WEAR

IN

Exclusive Designs.

FLANNEL AND TWEED SUITS

From \$33.50 Unlined.

TROPICAL DRESS SUITINGS

A SPECIALITY.

FIT, STYLE AND WEAR GUARANTEED.

LANE, CRAWFORD & CO.

BOORD & SON.

OLD TOM

and

DRY GIN.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 20th April, 1910.

Hotels.

LADY PIANIST at the BELLE VIEW HOTEL, SHAUKIWAN ROAD.

Telephone No. 907.

Ice Drinks, Best Brands of Liquors will be served at Tables on the Lawn or Verandah.

Lady Pianist will play the piano at the above Hotel during afternoon and evening hours every day commencing from 30th instant.

Meal a la Carte at all hours.

W. WINCH, Manager.

ALL CORDIALLY INVITED.

Hongkong, 28th April, 1910.

HOTEL CRAIGIEBURN.

FLUNKY'S GAP, the PEAK, near the TRAN TERMINUS Tel. 57.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd May, 1910.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 9th May.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: THURSDAY, 12th May.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 13th May.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 14th May.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 15th May.

10.00 P.M. HEUNGSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Stateroom and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

N.B.—There will be no morning steamer from Hongkong or afternoon steamer from Macao from Friday, the 13th, till Monday, the 16th inst., owing to docking.

EXCURSION TO MACAO.

On SUNDAY, the 15th MAY, 1910.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.

Departure from Macao at 5 P.M.

GREAT REDUCTION IN FARES:

1st Class Return \$2, Single \$1. 2nd Class Return \$1, Single 60 cts.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Sanul." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES, Manager.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone, 200. Telephone "Rings," 124.

REMINGTON TYPEWRITERS

LATEST MODELS, VISIBLE WRITING, &c.

ALWAYS IN STOCK.

Ribbons, Carbon and other requisites.

Repairs undertaken; also Contracts for keeping in order.

SOLE AGENTS: HEMMEL & CO.

Hongkong, 2nd May, 1910.

Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FROM	STEAMERS	TO SAIL
HAMBURG, GENUA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DULOV"..... H. Forman	WEDNESDAY, 18th May, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH"..... Capt. E. Michow	About WEDNESDAY, 18th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"..... Capt. F. Ischo	SATURDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"..... Capt. D. Lees	About TUESDAY, 30th May.
KUDAT and SANDAKAN	"BORNEO"..... Capt. F. Sembill	About end of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th May, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FROM	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, YARU	23rd May, P.M.
MARSEILLES, VIA PORTS	24th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, ARMAND BEHIC	6th June, P.M.
MARSEILLES, VIA PORTS	7th June, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway to Marseilles to London.

Intercontinental passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS,

Hongkong, 10th May, 1910.

Intimations.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
John Street, Bedford Row, W.B. 60, Regent Street 555, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intellectual strain, dissipation, excess, youthful imprudence, or other influences incident to the wear and tear and haste of modern life. It cures, restores, and builds up the system, and is a most valuable remedy for all cases of nervous debility, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, nervous headache, night sweats, and all other symptoms of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Based on the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, etc.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor, weak, impure, or otherwise imperfect blood from whatever cause arising. No sooner is it taken than the system is purified and permeated to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, spots, eruptions, skin diseases, glandular swellings, discolorations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gonorrhea, syphilis, leucorrhoea, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, sores, galls, or Derczinski neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price in England, 2s. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

VERNON KILBE IN A HURDLE—A new medical work on the causes and most scientific and effective treatment of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, and all practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on primary derangements, secondary symptoms, structure, etc., and gives full directions for self-cure. Post free in plain wrapper on receipt of Total Order Stamp, from the VETARZO REMEDIES Co., Gospel Oak, London, or of Agents for above medicines. Price 10s. 6d. per copy.

Agents for India—TREASHER AND CO., LTD., BOMBAY, BANGALORE, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for towing Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels while under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. U. 4th and 5th Edt.

Liebers, Scotts,

A. 1, and Watkins.

Yokohama, April 28th, 1903.

For Sale.

FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling, and stationary). Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMBERT.

Hongkong, 3rd May, 1910.

FOR SALE

AT
GRACA & CO.
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and
VIEW POST CARDS.
Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited,
Hongkong, 12th January, 1910.

LEE YEE
HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE,
15, D'AGUIAR STREET,
HONGKONG.

Hongkong, 1st September, 1907.

BULLION.

Messrs Samuel Montagu & Co.'s bullion report of April 14 says:—The arrivals of bar gold amounted to £700,000 of which the Bank of England secured the lion's share, the balance being divided between India (£225,000) and the Continent.

Notwithstanding that the Bank has raised its price for foreign gold coin, the only country that has responded is the United States of America.

The following amounts have been received by the Bank of England:—

April 7, £107,000 in bar gold.
" 8, 24,000 "
" 9, 31,000 "
" 9, 8,000 in sovereigns
" 11, 210,000 in bar gold.
" 11, 411,000 in U.S. gold

coin from the States.

" 12, 94,000 in bar gold.

" 12, 103,000 in U.S. gold coin.

" 13, 135,000 in bar gold.

A further considerable amount of gold coin is on the way from New York.

Withdrawals were made as under:—

April 7, £303,000 in sov. for South America.

April 8, 25,000 in sov. for South Africa.

April 12, 7,500 in sov. set aside for Straits Settlements.

April 13, 30,000 in sov. for South America.

The net influx during the week is £59,500.

On Saturday £100,000, which arrived from Egypt, was set aside for the Indian Currency Reserve as pre-arranged.

The production of gold in China nearly doubled in the year 1908, the output being £1,700,000.

Silver.—No one need feel surprise that the firm undertone of the market, which has been apparent these last few weeks, should be translated into an advance in price, doubtless accelerated by the inability of "bears" to cover quickly enough.

The immediate cause was a wave of speculation in the Indian Barriers, where the anticipation of Indian Government purchases seems impressed on the native mind. Coupled with this, there have been "bull" operations in other quarters.

The power of China to check such upward movement has recently been crippled by a reduction in China's holdings in this market.

There is reasonable prospect, therefore, that the higher level may be maintained provided indications point to favourable harvests.

The price touched yesterday (24 9/16d) is not only the highest quotation of the year, but we have to go back over eleven months to May 7, 1909, before we can find a higher price.

Only four times, and that only very slightly has it been exceeded since August 1908. It will be interesting, therefore, to compare the conditions ruling then with those ruling now.

On May 7, 1909, the total Treasury silver balances, including the amount held in the gold reserve, in India, consisted of 454 crores of silver rupees, against 32 on the 8th instant.

The stocks in Bombay and London, were practically the same, and the stock of sycee in Shanghai was 238 lacs against 135 lacs of taels at the present time. The daily off-take in Bombay on May 7, 1909, was 50 bars a day—now it is 140.

We are informed that the Government of the United States has bought no silver, except that contained in gold deposits, since February 1909, and there is little probability that the Department will be in the market in the future.

There is about \$21,500,000 in subsidiary silver coin in the Treasury; while this amount is about \$4,000,000 less than for the corresponding period of the previous year, it is claimed that this will be sufficient to meet the requirements of the Treasury for several months to come, if not for the remainder of the year.

The quotations to-day are 1d and 7/16d above those quoted a week ago.

Messrs Mocatta and Goldsmid's report for the week ending April 15 says:—

The silver market has shown great strength during the week and from 24 1/16 quoted on the 8th instant the price has advanced, almost without reaction to 24 7/16 which we quote to-day.

The rise has chiefly been due to an almost continuous stream of orders from India, where, both in Bombay and Calcutta, operators are taking a very good view of the future of the market, based as far as we can tell, not only on the present prosperous state of the country, but also on the idea that the Indian Government might buy in the near future.

Although the Government can hardly be expected to appear as buyers for some months to come, another good moonshot would ensure their appearance before the end of the present year, and it is only natural that operators should already begin to take an interest in the market.

The undertone remains firm and there is not much prospect of any important reaction, but China rates have failed to respond to our five and considerable sales of silver have been effected from that quarter as a result of the improved condition of the import trade. Unless the China rates show some improvement it is difficult to see how the price can go much higher for the present, as a further advance would doubtless induce sales from China followed by shipments of Sycee.

With the exception of about £100,000 for the Continent and the usual large requirements of India, the Bank succeeded in securing the whole of this week's arrivals. The receipts, therefor the week total £404,000 in Bars and £1,774,000 in Eagles from New York, while the withdrawals amounted to only £25,500 in Sovereigns.

SUICIDE IN TOKYO.

OFFICIAL STATISTICS.

The *Mainichi Shimbun* publishes some interesting statistics, compiled by the Tokyo Metropolitan Police, giving the number and motives of suicides committed in the metropolis during the year 1908. Our contemporary remarks that owing to the recent development of the use of machinery and also to the increase in the cost of living, the number of persons experiencing difficulty in securing a subsistence has increased enormously of late in Tokyo, with the result that a great increase is to be seen in the number of suicides committed in the year under notice as compared with preceding years. The suicides are classified as follows:—

CAUSES	NUMBER OF SUICIDES	ATTEMPTED CASES
Mental derangement.....	184	64
Difficulty of subsistence ..	70	23
Love affairs.....	23	20
Prodigality.....	26	33
Illness.....	83	35
Domestic strife.....	20	59
Continuous misfortune.....	12	8
Sensitility.....	15	6
Debt.....	10	4
Remorse for crime.....	5	5
Illegitimate childbirth.....	5	0
Reprimand by parents.....	3	5
Anxiety regarding future.....	0	13
Uncertain.....	192	0
Total.....	648	285

Regarding the method of suicide it appears that of the number above mentioned 208 cases were caused by strangling; 205 by drowning; 28 by stabbing; 48 by poisoning; 4 by shooting; while 143 persons threw themselves under trains. In 1897 there were 366 cases of actual suicide, against 648 in 1908 and 203 cases of attempted suicide against 285 in the latter year. During last year the total of actual suicides reached 959, of which number 459 committed suicide by drowning.—*Japan Chronicle*.

ROUND-THE-WORLD-MOTOR-CAR RIDE.

AN INTERESTING PERSONALITY IN KORE.

By the *Bulwer* last night, says the *Kobe Herald* of 29th ult., there arrived here an American lady—Mrs. Clark Fisher—who has already a remarkable career and who seems intent upon rounding it off in a still more remarkable manner. After numberless trips to Europe, during one of which she had the honour of being presented to her late Majesty Queen Victoria at Windsor Castle, after figuring prominently in the social life of her own country, to have taken hold of her husband's business on his tragic death in a railroad accident and to have conducted it with energy and success for many years, constitutes in itself a notable achievement, an achievement which is the more outstanding when one realizes the nature of the business—the Eagle Avion Works at Trenton, N. J. Mrs. Clark Fisher was good enough to give a *Herald* representative an interview this noon. Mrs. Fisher is staying at the Mikado Hotel, with her Italian maid and a young American Engineer, Mr. Harold Fisher Brooks, who acts as chauffeur, photographer, etc. Mrs. Fisher is enthusiastic about her trip and takes far more pleasure in chatting about the experience she and her companions have had on the trip than the average lady does in discussing social problems, engagements and triumphs. They have already motored through France, Italy and Switzerland, India and Ceylon. Throughout their entire journey not a stone has been thrown at the car nor has the slightest evidence of ill feeling been shown. This, we imagine, is in some measure due to the fact that Mrs. Clark Fisher, we are glad to say, has no sympathy with the mad and inconsiderate motor car enthusiasts who go tearing through the country regardless of the rights of other people and other vehicles have to the highway. The party landed at Bombay and then motored to Gwalior, Agra, Delhi, Cawnpore, Allahabad, Benares, Assam and thence to Calcutta, covering a total distance of 2,000 miles. The journey occupied 31 days. At Benares Mrs. Clark Fisher was the guest of H. H. the Maharajah and at Allahabad of Mr. Motilal Nehru, of the hospitality of whose family she has the most delightful recollection.

Mrs. Clark Fisher is looking forward with the keenest interest to her trip through Japan. As she naively put it she wants to catch a few glimpses of this interesting country before all the picturesque features of its old history are lost in the dust of twentieth century civilization. Her husband, who held the rank of a Lieutenant-Commander of the United States Navy at the time of his death, was out here about forty years ago. Mrs. Clark Fisher says, she "comes not to criticize but to learn."

The party will be compelled to wait here a few days until the motor-car arrives. The car is a 40 horse-power Locomobile manufactured at Bridgeport, Connecticut, and during the 12 months it has been in service not 25 cents have been spent for repairs. It is an ordinary car with this exception; it is fitted with a 33-gallon tank to enable Mrs. Fisher to travel 400 miles on one filling. It carries several trunks, seats, etc., enough gear, in fact, to enable the party to camp out when and if necessary. Mrs. Fisher can claim the distinction of being the only woman member of the National Association of Manufacturers and shortly before leaving America she was royally entertained in New York by the Automobile Club of America, which was another distinction as up to that time at least she was the only woman who had ever been entertained by the Automobile Club. We have said enough to show that we have in our midst just at the moment a lady of a strikingly powerful personality; one versed in most of life's spheres and who, nevertheless, still retains the warm-hearted, sympathetic outlook on life that belongs pre-eminently to woman and that charm of manner which is the best of all gifts. We shall look forward with interest to the messages Mrs. Clark Fisher will have to deliver on her return to the States.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CLARE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful on any YARN, or old HAVAILORE to be made into Boots for the Children of the Poor Schools who are taught by the Sisters.

Wongshing, 2nd April, 1907.

Intimation.

Powell's

28, QUEEN'S ROAD.

GENT'S ...

HELMETS

FINE QUALITY

INDIAN PITH

Covered English Felt

in White and Grey.

FEATHER-

WEIGHT.

THE

"SINGAPORE"

made of Rubber, covered white affords splendid protection.

THE

"SHIKAR"

Cork and Gossamer in white with puggaree.

A SMART AND USEFUL HAT.

"PIGSTICKER"

in Khaki Silk Alpaca.

A reliable helmet for those continually exposed to the sun.

BEST QUALITY GOODS ONLY.

WM. POWELL, LTD.

28, Queen's Road.

Hongkong, 9th May, 1910.

Notices of Firms.

NOTICE.

WE have this day established our Hongkong Branch, with offices in the Hongkong Hotel Building, Des Voeux Road, and have admitted as a partner to this said Branch, Mr. DENIS EWART DONNELLY, under whose management the business will be conducted.

GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 7th May, 1910.

NOTICE.

THE UNDERSIGNED are GENERAL REPRESENTATIVES throughout the FAR EAST for the following firms:—
Ackerman-Laurance (Estbd. 1811) Champagne Shippers, St. Hilaire-St. Florent, France.
James Buchanan & Co., Ltd. Scotch Whisky Distillers, London & Glasgow.
Cushliffe, Dobson & Co., (Estbd. 1804) Claret Shippers, Bordeaux.
Dault, Mouton & Co., (Estbd. 1838) Cognac Shippers, Cognac.
Edgell & Hutchinson, Wine Shippers, London.
Foster & Sons, Ltd. (Estbd. 1829) Beer & Stout Bottlers, London.
Hunt, Roope, Teague & Co., (Estbd. previous to 1715) Port Shippers, Oporto & London.
Humphrey, Taylor & Co., (Estbd. 1770) Liqueur Distillers, London.
Marini & Rossi, (Largest Vermouth Manufacturers in the World) Turin.
Mey's Brewery, Ltd. (Estbd. 1764) Beer & Stout Bottlers, London.
Tanqueray, Gordon & Co., (Estbd. 1769) Gin Distillers, London.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 7th May, 1910.

NOTICE.

IN connection with the above advertisement we have this day appointed Messrs. LANE, CRAWFORD & Co., Retail Agents for the sale of the above WINES and SPIRITS to whom all enquiries should be addressed.

GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 10th May, 1910.

NOTICE.

HAVING this day been appointed by Messrs. GARNER, QUELCH & Co., Retail Agents for the sale of the above WINES and SPIRITS we are prepared to supply same at reasonable prices. Every article mentioned on our Wine and Spirit Price-list, which will be supplied on application, is BOTTLED IN EUROPE by the Shippers.
LANE, CRAWFORD & Co.,
Hongkong, 10th May, 1910.

NOTICE.

CHINA COMMERCIAL TRADING COMPANY, Merchants and Commission Agents, have this day been established at No. 33, QUEEN'S ROAD CENTRAL, 2nd Floor.

Dated the 2nd May, 1910.
LO YUK KEE,
Manager.

Public Company

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.
GOVERNMENT No. 14 is payable on the 2nd May, at the Chartered Bank of India, Australia & China and the Russo-Chinese Bank at Tientsin and Shanghai.
J. S. DOBIE,
Agent.

Hongkong, 2nd May, 1910.

Consignees

FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA,"

Captain Eckhorn, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

On oral Cargo will be carried on unless notice to the contrary be given before 10 P.M.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS CARGO:—
Ex s.s. *France* from Abus.
Ex s.s. *Barico* from Bordeaux.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 9th May, 1910.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OORANO,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th May, 1910.

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KASAMA,"

Captain Percell, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 13th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 7th May, 1910.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 11th inst. will be subject to rent.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th May, 1910.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Godown*, from Havre and Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 15th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th May, or they will not be recognized.

All damaged packages will be examined on 17th May, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 9th May, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th May, 1910.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"CHICAGO MARU,"

FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, May 14th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on 16th instant.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 10th May, 1910.

A SLUMP IN RUBBER.

WILD EXCITEMENT IN LONDON MARKET.

"ECONOMIST" DESCRIBES SCENE AND GIVES A WARNING.

THE *Economist*, of April 9, has the following extremely interesting article on the rubber slump, which took place a few days earlier:—

After the furious buying which lifted rubber shares last Monday and Tuesday to higher points than ever, the burst of sales that sent them down again on Wednesday and Thursday came as a natural, not altogether unexpected sequel. Dealing had become a mere gamble. The firm shares which had the attraction of looking cheap were taken in hand one after the other, and hoisted to absurd and unjustifiable premiums. Public appetite demanded two-shilling shares, and it would have been contrary to human nature for the holders of such shares to refuse to supply them at the prices eagerly offered. Jobbers made no secret of the fact that they had lines of shares to sell, that they were to sell them, and that the public would have to pay higher and higher prices as the demand increased. In certain shares the dealers got caught short, and sold, almost in the dark, not knowing where to go to replace the sales, but hoping for the turn of the tide which would send buyers streaming back to realise after the fury had exhausted itself. From all parts of the country, writes a Stock Exchange correspondent, poured in orders to buy, buy, buy. A broker's office early this week was no place for the casual caller, and jobbers thought themselves happy if they got so much as a sandwich between tea in the morning and five at night. The market itself was sheer Bedlam. Brokers over and over again abandoned the attempt to deal, and wrote down their orders for jobbers to execute. The jobbers, making money at the rate of one to five pounds per minute, drove frantically into the crowd, which was radiating heat like a furnace, and made prices gaily in shares of which they scarcely knew the name.

BROKERS' APPEAL FOR REST.

The scene drew men from every part of the Stock Exchange to watch it some standing on the adjacent benches to look on as at a circus. Dealers from other departments flocked to this wonderful area, regardless of the discomfort and the exacting conditions under which the game was played. From the American market came partners in the biggest as well as the smallest firms; the Kaffir Circus sent a strong contingent; the foreign railway section sent others; the Westralian market was almost deserted. On the fringe of the ever-widening circle of the rubber market stood dealers from adjoining spots offering to go into that fierce scrum and execute, for a commission, the orders which which brokers were overwhelmed. You'll get killed if you go in there, was heard repeatedly, and at least one man had the narrowest possible escape of getting an arm broken. The scenes connected with the rubber boom of the early part of this week are not likely to be forgotten by those who saw them. While the jobbers made money hand over fist, the brokers were worked to death. Messrs. Zorn and Leigh-Hunt, the well-known brokers, set the whole of the Stock Exchange talking by the issue of a circular to their clients begging for no fresh orders for a fortnight, in order that the clerical work might be overtaken. Another firm handed printed notices to their agents asking them to introduce no fresh clients until further notice. Yet, another large broking firm had under consideration a suggestion for transacting fresh business only on alternate days of the week. Dozens of small orders are being refused, and where they are executed the client usually grumbles at the commission. Not only on small orders, however, have charges had to be increased. Brokers in self-defence have been obliged to raise their scale, but even so the commission is paid willingly by big operators, who care little or nothing about a few extra pounds when they are netting big profits.

ALWAYS BUYERS DESPITE SLUMP.

On Wednesday afternoon and Thursday morning, when matters in the rubber market certainly did begin to look unpleasant, discussion in other parts of the Stock Exchange immediately fastened upon the probable manner in which a real slump would affect prices. There was an all-round belief that if the public started selling in earnest the shares in a number of companies would become unsaleable. Sellers would find the jobbers one way only, and that way would not suit those eager to get out. In point of fact, the reaction did much to diminish the gigantic proportions of the market. Recent arrivals on the scene thought it better to be out to lunch or at the office when they saw a danger of being left with thousands of more or less unsaleable shares. So the market shrunk remarkably quickly. They're all hiding behind the pillars, blandly explained a dealer to an anxious-faced broker who could not find the people he wanted. The reaction, however, did not generally go to the point at which shares could not be sold. There were always buyers. Not a few of the dealers were glad enough to have the opportunity to replace shares they had sold higher up, and they made the most of their chances in the matter of wide prices. Some operators said it was a good buying day, and there was no one who did not echo the oft-repeated assertion as to a check being the best possible thing for the ultimate good of the market. It was also pointed out that the fall was insignificant as compared with the earlier rise, and that the price of rubber itself, upon which, after all, the whole structure of the boom has been reared, was very strong, quite untouched by the vagaries of Stock Exchange speculation. So towards evening came a countermove in the upward direction, and men were regretting that they had not bought shares more freely during what they called the "slump."

PAPER PROFITS AND BANK BALANCES.

At the same time, the fact must not be overlooked that in the last few days whenever the

market has shown signs of weakness it has at once become difficult to sell the less-known shares. The casual jobbers who have drifted in from other markets know little or nothing about the shares in which they deal freely, and though they are willing enough to make a price in anything on a rising market, they will be far less willing when the slump comes. Most of the jobbers who come into the market bring a certain amount of new business and a certain amount of money, but when they no longer find it convenient to deal, the selling orders will be concentrated on a comparatively few men, and the market must be greatly weakened by the change. At present the public is buying shares of which it knows nothing from dealers who know very little, and though the shares of good old plantations should always find a buyer, there is no doubt the recent type of speculation rubber share will simply lose its market when the enthusiasm settles down. Paper profits are not a balance at the bank, and we should advise speculators in the inferior class of rubber shares to lay this truth to heart. They might remember, too, that booms in other markets have usually been supported by big organisations, and that in 1897, when the Kaffir boom gave way, one South African house put £3,000,000 into the market in a single week. There are many powerful men connected with rubber, but no houses to support in this way or to relieve holders of their shares in unknown and worthless companies.

BEDOK RUBBER ESTATE.

ANOTHER SINGAPORE CHINESE COMPANY FLOTATION.

The Bedok Rubber Estate consists of 300 acres and is situated about 8 miles from Singapore, on the Changi Road. Two hundred and twenty-five acres are planted with rubber, and 75 acres with coconuts. The vendors are Kuek Swee Cheng, Ho Kong Sang and Lee Chiam Teck, and the directors are to be Kuek Beng Chiew, Ho Why Cheng, and Lim Peng Siang. The capital of the company, subscriptions to which have already closed, is fixed at \$550,000 in 51 shares. The purchase price is \$250,000, the whole of which is to be taken in fully paid shares. No commissions or brokerage of any kind will be paid, and all expenses of formation will be paid by the owners of the property.

What a promotion of this kind seems to mean is that the owners invite the public to come in and help them to develop the property, and what the public have to consider is whether there is a sufficient inducement to do so. A valuation has been made by Mr. A. D. Machado, of United Singapore. From this we learn that there are 9,200 trees from 3 1/2 to 6 years old (6,000), 3 1/2 to 4 years (3,000), 4 1/2 to 5 years (200), 5 years (200). These we take as equal to 26 acres. Then there are 4,500 trees (4,000, 2 to 3 years old, and 500, 3 years) which we take to equal 25 acres, and 500 trees 1 1/2 years old. Finally there are 26,000 trees newly planted, which we put down at 17 acres. With the exception of an undrained swamp where a number of young trees are, as Mr. Machado says, "struggling for existence," the condition of the estate is well spoken of by the valuer.

But we observe a marked disparity between his census of trees according to age and his statement of the number ready for tapping. There are 9,200 trees over 3 1/2 years old at this moment, yet the valuer only considers 4,000 fit for tapping, and he estimates that in the first year the yield will be 3,000 lbs. which is equal to 1 lb. for each tree nominally of tapping age. Evidently the growth has been, as a whole, somewhat retarded. He estimates the profit from rubber for five years from May 1, 1910 to April 30, 1914 at £14,750, taking the rates of profit at 7 1/2, 5 1/4, 3 1/2, and 2 1/2. The revenue from coconuts is put at £2,000 for the five years, so that the total revenue is £16,750.

Mr. Machado valued the Ulu Pandan estate which we wrote about on Saturday, and a comparison between the two, on rubber only, is interesting. We make it as follows, using sterling, as that is the form in which the valuations in both cases were made:—

	Ulu Pandan.	Bedok.
Total capital	£49,583	£40,833
Total acres	799	309
Acres planted	469	295
Capital per acre planted	£105	£138
Revenue in 5 years	£43,470	£14,750
Return per £ of capital	17 1/2	7 1/2

The return from other sources than rubber will be in about the same proportion for each company. If we credit 9/6 to Ulu Pandan under this head, and 3/4 to Bedok, making the earnings of the former £1 per £ of capital, and the latter 1/4 per £ of capital, it means that the profit to shareholders of Ulu Pandan will average 20 per cent. for the five years, while the profit to Bedok shareholders will average only 10 per cent.

Intimation.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness, or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 200 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIRSENSEN & CO., Agents.

Hongkong, 12th December, 1909.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

ON

WEDNESDAY,

18th May, 1910, at 11 A.M., at No. 16 Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, FOR ACCOUNT OF THE CONCERNED, 477 Bales RAW SILK, more or less damaged ex s.s. *Coeben*.

TERMS—Cash on delivery.

G. P. LAMMERT,
Auctioneer.

Hongkong, 10th May, 1910.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 19th June, 1909.

Intimations

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1872 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 15th instant, WHITE MONDAY.

Hongkong, 10th May, 1910.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES

	PER DOZ.
Soda Water	50 Cents.
Soda Water (Bomby bottles)	60 "
Potash, Selzer & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALITIES

Stone-Ginger Beer	85 Cents.
Dry Ginger Ale, Pilsen & Split 60	
Lime Fruit Champagne	85 Cents.

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED.HONGKONG AND KOWLOON.
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MARRIAGE.

April 11, at Brighton, E. F. Audott, of Hongkong, to Jean Karquharson.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 11, 1910.

THE PORTENTOUS COMET.

"It is not to be wondered at," said a learned Chinese pundit "that this year your great Empire loses its master and is troubled with rebellion, for the tailed star is in the sky and that is always the sign of grief and disaster to great empires." Superior as many of us think ourselves to mere superstition, we wonder how many there are who may venture to plead not guilty if accused of sharing to some extent the theories of our Chinese friends on the subject of comets. Many people who pride themselves on being strong-minded feel vague fears and forebodings at the appearance of a phenomenon which has always had calamitous associations among all nations and in every age of history. There are many reasons for this bad character being given to comets. The, to the ignorant, extraordinary and inexplicable apparition in the sky of a thing like a flaming sword, is of itself sufficient to cause excitement and even apprehension. Add to this the accumulated observation of centuries, and a *prima facie* case is made out against the apparently erratic traveler through space. Our present visitor, now visible from about three in the morning till a little before daylight, is called Halley's Comet; not because Halley made it or even discovered it. That philosopher, second only among great English physicists to Newton, noted the remarkable regularity of the recurrence of the comet which bears his name. At the time of its appearance in 1682 he observed it with Cas-

seini, the great astronomer, in Paris, and the observations he made formed part of the foundation upon which Newton in his "Principia" verified his deduction of a comet's orbit from the theory of gravitation. He established its identity with the comets of 1531 and 1697, and confidently predicted its return in 1759. The prediction, unlike most predictions, came true, and it is for that reason that this periodic comet is named after him, the discoverer of the periodicity of comets. This particular "hairy star" would seem to have contributed not a little towards giving a bad name to all its tribe. We have certain knowledge of its appearance twenty-seven times, and on almost every occasion it accompanied some event fraught with misery to mankind. In the year B.C. 87 Rome was besieged by four armies, those of Marius, Cincus, Carbo, and Sertorius; was, forced to surrender and was put to frightful pillage and massacre. Some one hundred thousand Roman citizens lost their lives in this hideous butchery. Without tracing its ill-omened career through the centuries we have only to look at the year 1666 during which England lost her beloved King, good King Edward, surrounded the Comets, whose laws and customs were long remembered as the models after which all subsequent sovereigns should rule the English. The same year Harold Godwinson, the last of the Anglo-Saxon kings fell, defeated near Hastings at a place which the Normans afterwards called Senlac, the lake of blood. Norway had lost her king at Harold's hand, which was also red with the blood of his brother Tostig, in that same fatal year. In the year 1378 occurred a quarrel which split Europe in two, and divided Christendom for seventy years. The Papacy had succeeded the Roman Empire in attempting to unite all Europe under one sway and was now divided against itself, Avignon rivaling Rome. This, the Great Schism, caused endless strife and misery. Halley's comet's next appearance heralded an attack of what one might call the earth quake habit, for in 1456 it killed, or rather looked down upon the killing, of 40,000 people in Naples; in 1531 Lisbon lost 30,000 people, and in 1607 Syria 20,000—all by earthquake. The year 1759 was portentous, in that it was at *annus mirabilis* for births of men destined to influence for good or for evil the fortunes and the future of mankind. William Wilberforce was the protagonist on the arena of human emancipation; he was born that year. So were Robespierre and Danton. How far the lives of those two gruesome characters made for liberty or the reverse we may not discuss here. Just after the perihelion passage of this comet in 1759 William Pitt was born; his name has power to stir our hearts even now. That year men fought at Minden and two heroes died that Quebec might become a jewel in the English crown, and that their two names, Montcalm and Wolfe, should live in the histories of France, of England and of Canada. Paris saw in 1835 the troubles which culminated in the complete downfall of the Bourbons in France; the same city was convulsed by the firing of an infernal machine consisting of 25 barrels of explosives. Odo Fieschi by this attempt on the life of Charles X. of France inaugurated the first of that alienating recurring decimal, the Italian anarchist outrage on Royalty. Before we proceed to the misdeeds of other comets we may briefly refer to the cruel loss which Europe sustained just after the appearance of Halley's comet in 1456. At that time the Turks threatened to overwhelm all Europe, and would have succeeded but for the valor of John Hunyadi, who, after gloriously defeating them before Belgrade, died leaving all Eastern Europe their prey. 1458 was a year of revolution and horror. That year Encke's comet was apparent. We shall have more to say presently about this little comet which has a period of three and three-tenths years. In 1866 Austria was humbled, in the dust at Sadowna and many remembered Tempel's prophecy, which was fulfilled, of an appearance of a comet that year. In 1868 Encke's comet and Tempel's brought with them the dreadful murder of Tsar Alexander, the assassination of President Garfield, the death of Lord Beaconsfield, the blowing up of H.M.S. *Doteret* in the Straits of Magellan and the reign of Terror in Ireland—and alas! the Majuba business. In 1870 a comet accompanied the downfall of Napoleon the Third, and 1879 the death of his only son under the assaig of the Zulus. In 1867 the Emperor Maximilian of Mexico was shot by Juarez and Porfirio Diaz (who now occupies his place but under the specious name of President) and his unfortunate Empress lost her reason. President Lincoln was assassinated on April the 14th, 1865, but the perihelion passage of the comet of that year was not till May 27th. Perhaps the proclamation of Queen Victoria as Empress of India in 1877 may not console good Russians for the fearful loss of life at Plevna and the Shipka Pass. In 1888 two emperors, that great old William of Prussia whose genius had welded together the states of Germany into an Empire, and his son Frederick the Noble who, by blood and iron, had helped to make it possible, passed away to the infinite grief of all loyal Germans. The Empress Elizabeth of

Austria, a sweet and gracious lady, fell in 1895 by the dagger of a maniacal anarchist fiend called Luccheoli. Perhaps we may not blame for this the comet of that year any more than we attribute the tragic deaths of King Humbert of Italy, President McKinley, and Dom Carlos of Portugal to the comets which were observed in their years. Of course, instances could be multiplied of comets whose visits have coincided with great public calamities. But the philosopher whose reason deals not merely with the observation of isolated phenomena, hesitates to make generalizations—his eyes penetrate far deeper than those of the mere stargazer. Evidently there are many calamitous events unattended by the appearance of a comet, and also many comets are seen without any particularly untoward or unusual event occurring. Human nature is always prone to the fallacy *post hoc ergo propter hoc* (after it, therefore, on account of it). It is always well to ascertain the true character and cause of any event before venturing to generalize about it. Astronomers have accurately determined the date of the periodic appearance of at least seventy-five comets, and are also able to tell us a great deal about the nature and composition of a comet itself. The spectroscopic and telescope in the hands of mathematicians have revealed the sense of what once was a mystery, and beyond all doubt comets are simply stars which do not differ essentially from other planets, including our own earth. We are informed by men of science that they are composed of matter such as we are accustomed to, that they follow the universal law of gravitation and other physical laws, as becomers "somewhat eccentric but orderly members of star society." The comet consists of two parts visible to us, the nucleus, or kernel, and the coma, or hair. We usually call the latter the comet's "tail," like the Chinese. The nucleus is the bright star-like point, and may consist of a huge swarm of meteors, in diameter, anything from one hundred miles to eight hundred miles, and each separate meteor may be anything in diameter from many feet to tiny particles of dust. They are immensely far apart. The head of Encke's comet has a diameter of 300,000 miles when it first becomes visible at a distance of 130 million miles. As the comet approaches the sun the size of this diameter diminishes, but even so, at a perihelion distance of 33 million miles the head has a diameter of about 14,000 miles. Some comets have enormously vast tails, being more than 200 million miles long and 200,000 miles in diameter near the head. Such comets are so attenuated a density that however they come to the earth, the latter's motion will not be ever so slightly affected by them. The fears of many have been excited by the thought that this earth might be injured by passing through the comet's tail. Now as to this we may authoritatively reassure our readers. To begin with, we have already passed through in by comets' tails, notably in 1861 on June 3th at 6.12 a.m. when this earth traversed the tail of the great comet 300,000 miles beside it, and about two thirds of its length from the head. Nothing happened. As for a collision with the nucleus of a comet, there is only one of the periodic comets which is ever likely to misbehave in such a manner, and that is Encke's and as that cannot become even conceivably possible for the next 4,500 years, we may sleep peacefully oblivious. It may be useful to note that the chances of any individual comet striking the earth are as 1 to 221,000,000. This is not a good sporting chance in favour of a comet hitting us. So we're not alarmed.

VICEROY YUAN'S BAN.

The search for truth, especially in the East, has been likened to looking in a dark room for a very black hat that isn't there. Sometimes it is more irritating than even that, for a long search may be ironically rewarded with the discovery of not a black but a yellow or a red hat, or a white hat, or no hat, but a ladies' bonnet. So when we applauded the success of the Canton Self-Government Society and of the Provincial Assembly in persuading Viceroy Yuan to cancel his prohibition of the entry into Canton of Chinese newspapers published in Hongkong, we had not found our black hat. True, the Hongkong Chinese newspapers were being successfully sent to Canton; true, they were exposed there for sale, but it was not by the will of Viceroy Yuan that these things were done, and his prohibition remained in force—a force not always felt acutely, but nevertheless, occasionally violent, and always irksome. The undiscovered truth was that these papers when sent by post are delivered; if sent in bulk, they are handed over to the Customs where their fate may be anything. Sometimes they pass through. Sometimes a zealous or well-informed Customs officer seizes the lot. Usually, however, they appear to have a good chance of entry. What His Excellency cares about most is the principle of the thing, and that is where we join issue with him. For if he objects to these newspapers on the ground that they are seditious, it is open to him to prove his accusation clearly by taking action in the Courts against the paper and its vendors. If his objects because, as he

asserts, they are libellous, he should prosecute with the utmost rigour any culprit, the first culprit, he can fasten on, and get him punished severely, in *terrorem*. These are civilized legal methods of dealing with that section of the Press for whom such methods were devised. But to penalize all in one damning prohibition is "carrying things to an excess," as Confucius did not say (though Bret Harte says he did) when he heard that Chang had beheaded an entire province. Our sympathies are not with obscurantism, and we have a horror of censorship and "shutting up." Away with darkness, more light! More light! This is not the time to recapitulate all the reasons why the utmost freedom of the Press compatible with the public interest and safety is almost vital to national life. We can only insist that it is so, and raise our voice in applause of the attitude of the Provincial Assembly and regret the obstinacy and backwardness of the Viceroy.

LOCAL AND GENERAL.

AN imported case of plague from Canton is reported to-day.

SEVERAL correspondents report hearing and seeing the fall of a meteorite near Bombay on the afternoon of April 25th.

THE first ordinary general (statutory) meeting of the General Plantations, Ltd., will be held at Singapore on Friday, the 13th inst.

GUNNER A. R. Ellis of No. 2 Company, H.V.C., is granted leave of absence for 2 months with effect from the 4th May.

THE P. and O. S. N. Company's s.s. *Peris*, which left London on 8th ult., took the following specie for Singapore: Gold £250.

MR. B. W. Bradbury joined the Hongkong Volunteer Corps on the 5th May, was assigned Corps No. 1135, and posted to No. 1 Company.

MR. W. G. Worcester has joined the Hongkong Stock Exchange, and has become a member of the Singapore Stockbrokers' Association.

REAR-ADMIRAL Hugh Pigott Williams, who succeeds Rear-Admiral Sir Douglas Gamble in the capacity of Naval Adviser to the Turkish Government, was Commodore at Hongkong, and was made a rear-admiral exactly two years ago.

SIR Henry Blake, G.C.M.G., is interesting himself in the oil boom. He is chairman of Newfoundland Oilfields, Ltd., and also on the board of the British Roumanian Oil Co., Ltd., with a capital of £200,000, which has just been floated in London.

AUGUSTINE Rodhele, a quartermaster on the French steamer *Alphonse*, was fined \$500 or three months' imprisonment by Mr. Green, second magistrate, at Singapore, for possession of 20 lbs of contraband opium valued at \$364, and for attempting to export the stuff to Batavia.

We have been favoured by Mr. Mee Cheung of 1, Lee House Road, with an excellent photograph of the proclamation ceremony on Monday. The picture gives a complete view of the brilliant spectacle and should form an interesting souvenir of the occasion to home friends.

THE directors of the Hongkong and China Gas have declared a dividend of 5 per cent, and a bonus of 1 per cent (together 12s. per share), for the half-year, making 11 per cent. for the year. £500 to general reserve, £500 to reserve for meeting fluctuations in reserve, £13,568 forward.

A FIFTEEN-year-old youth was awarded ten strokes with the birch and 4 hours' detention by Mr. J. R. Wood at the Magistracy this morning for stealing a pair of trousers, while another Chinese of more mature years was sentenced to 14 days' hard labour for stealing a jacket.

TEN Chinese appeared at the Magistracy this morning for gambling in the Sai Wan Ho market. The keeper was fined \$30 while fines varying from \$7 to \$5 were imposed on the rest of the gamblers. Another batch of six were each fined \$5 for gambling at Shau-ki-wan, with the exception of the keeper, who was fined \$30.

THE Rev. Lord William Gascoyne Cecil, rector of Hatfield, left England on 6th ult. for the United States, his mission being to see how far it is possible to obtain the support of the American Universities in promoting the scheme with which his name is associated for a University in China. Lady Florence Cecil is accompanying her husband.

L'avisir du Tonkin is grateful at the suppleness of the Government in permitting the introduction of Foreigners and Chinese for the exploitation of agricultural and mineral resources of Indo-China while the Chinese on their part are calling for the expulsion of the Annamites, French protégés, and their replacement by Chinese.

YESTERDAY, three painters went to a tea-shop in Queen's Road and after having sealed themselves, refused to pay for the same. By way of adding insult to injury, the recalcitrants made short work of the grocery and then quietly walked out of the establishment. This morning, each of the men was fined \$6, in which was included the compensation due to the master of the tea-shop.

THE China Mutual Steam Navigation Company's report shows that, including £14,302 brought forward, the profit for last year was £119,530. Of this £55,440 was written off for depreciation, and after payment of directors' fees, incomes, &c., and picking £20,000 to reserve, the directors declare a dividend of 6 per cent. on the ordinary shares, and a like dividend on ordinary "B" shares, carrying forward £15,170.

ARMED ROBBERIES AT MACAO.

FANTAN SALOONS HELD UP.

A series of daring armed robberies have just been perpetrated at Macao, in two instances fantan saloons being held up and the inmates terrorized. The first of the attacks was carried out in the early hours of the morning on Monday. According to a reliable report, which has reached us, two Chinamen, with painted faces, as if to disguise their identity, entered a fantan den at 3 a.m. in the Rua de Jogo, and, levelling their loaded revolver at the keeper of the house, instantly ordered the man to "Stand and deliver." Terrorized at the appearance and evident determination of the highlanders, the owner of the saloon instantly made over all the money in his possession or under his keeping in the premises at the time. When the robbers had got what they considered a sufficiently remunerative haul for their marauding expedition, the scoundrels promptly took to their heels and in their haste to leave the saloon, let drop a portion of their ill-gotten loot. Apparently with the intention of scaring away any would-be pursuers after them, the thieves fired one round from their revolvers as a parting salute to their hosts whom they succeeded in relieving of some of their money.

A few minutes after the men had decamped, an alarm was raised by the gaming house keepers, but the police were nowhere to be found, at any rate, none answered to the cry for help, and the robbers are still at large.

ANOTHER "HOLD UP."

A second "hold up" took place the following morning, on Tuesday. In this case the circumstances are even more serious, since the perpetrators of the outrage are said to be Europeans and strangers to Macao. Shortly after midnight on Tuesday two Europeans entered a gambling house in the same street of the previous night's raid. They pretended to visit the house with the intention of trying their luck. As soon as they got hold of the croupier and were in the act of compelling the man to part with all his "cash," a Chinese boy, a *foh* in the house, realising the evil design of the foreigners, began to scream out "Save life," "Save life." One of the men who carried a knife with him dealt a blow with it on the boy's arm in order to silence the *foh*, but as the latter, pained by the wound, redoubled his energy in calling out for help, the cowardly ruffian slashed his hapless victim on the arm, inflicting several nasty wounds. Foiled in their attempt to rob the house, the men belted out into the street and were lost to sight. Again the police were *non est*, and so far no arrests have been made.

The Chinese boy was removed on an ambulance to the hospital, where his wounds were dressed. The injuries, though serious, are not likely to prove fatal.

A THIRD OUTRAGE.

The third case of armed robbery in the city of Macao within two days occurred in the Travessa de Palma, just below the Hotel Bon Vista. Considering how badly patrolled this secluded district is, it is little wonder that the robbers managed to carry out their nefarious plan and succeeded in eluding the eyes of the Police. It was known that a well-to-do Chinese lady was occupying one of the small houses in Chunnam-bai. A little before four o'clock on Monday morning two burglars armed with daggers managed to secure admission into the house. Seizing the defenceless inmate, they asked her to hand over all her money and valuables. Refusal to comply with the demand would, they said, mean instant death to her. So as to induce the woman to yield, they at the same time produced a murderous looking dagger with which they threatened to kill her. Frightened beyond words, the woman gathered together a precious hair ornament set in valuable pearls, a gold hair pin and sundry pieces of jewellery, all of which she surrendered to the burglars. When they had safely tucked away their loot, the two men beat a hasty retreat leaving the poor woman in the house minus her valuables. Soon after she rushed out to the street and called for the police who were conspicuous by their absence.

It is far from creditable that such outrages could be perpetrated in the very heart of the city without the members of the police force being anywhere near at hand to render assistance, when help was urgently wanted.

THE DEWEY DOCK.

GOOD WORKS AT MANILA.

Rear-Admiral Uriel Sebree, commander of the Pacific Fleet, in a report to the Navy Department on the docking of the fleet preparatory to departure for the United States, shows how valuable the floating dock Dewey is to the U. S. Navy in the Orient. He states that the eight armoured cruisers of his fleet were docked in less than six working days, and that by working overtime he could have docked them all within three days. The first ship went in at 6.30 a.m. Nov. 28, and the last one came out at noon Dec. 3. Each ship was painted three coats, while in the dock.

THE *Avisir du Tonkin* estimates the cost of Yunnan railway at about 175 millions of francs. The cost in human life is something terrible. Owing to the frightful unhealthiness of part of the country traversed, over ten thousand coolies perished during the construction of the line.

MESSRS. Fraser & Co., share brokers, of Singapore, write:—We have to record a general falling off in prices of dollar and sterling shares, which latter have dropped to the extent that they no longer attract sales by local holders to London, hence an exceptionally dull week has passed. Rubber.—Most of the dollar quotations are purely nominal, and apart from a few forced sales there has been little doing.

THE statistics for April show that the deliveries in the United Kingdom totalled 1,000 tons, the Continent 7,000 tons and America 3,700 tons. The consumption was 6,700 tons and the visible supply on May 1 was 1,181 tons. The Straits shipments for April were 4,035 tons, much below the average. The statistical position is favourable, the visible supply having declined to nearly 2,500 tons, but there was no such sale in April.

ALLEGED DETENTION OF LETTERS.

CHINESE POSTMAN CHARGED.

Before Mr. J. R. Wood, Second Police Magistrate, in the Police Court this morning, Chan Wai, Postman 99, of 34, Cochrane Street, was charged with that he did on divers dates between the 1st and 4th May last unlawfully and wilfully open and delay certain correspondence, the property of the Postmaster-General, then in his custody for delivery without lawful authority or excuse. Mr. Lewis, of the General Post Office, prosecuted and Mr. J. H. Gardiner appeared for the defendant. Chief Detective-Inspector Hanson watched the case on behalf of the Police.

Mr. Lewis stated that he was instructed by the Postmaster-General, who wished to have the defendant dealt with summarily. The facts were that certain letters were handed the defendant on the days on which they were backed him but defendant failed to do so.

Mr. Gutierrez, Acting Chief Clerk at the General Post Office, stated that the defendant's number was formerly 13, but that number was changed to 99 owing to defendant's superstition that 13 was an unlucky number. His duty was to deliver Section 9 in the whole of May at the hours of 8 a.m., noon and 4 p.m. Defendant was on duty on the 1st, 2nd, 3rd and 4th but not on the 5th, on which date he took the 8 a.m. delivery only.

At this point a quantity of letters and printed matter was handed the witness, who said he recognised them as belonging to Section 9, with the exception of two letters.

Mr. Lewis (pointing to certain letters)—Were those letters in good condition before?—Yes.

What is the present condition, with regard to the enclosures?—They are now torn.

What was defendant's duty?—His duty was to deliver Section 9.

In case of the undelivery of any letters, what should have been his next step?—He should have returned the letters to us before his next delivery.

You had no report from the defendant regarding the undelivery of any letters?—No.

At none of those periods?—No.

Mr. Gardiner—What is your duty?—I sort the letters that come to my department.

Do you sort all letters that come to the Post Office?—I sort all town correspondence except box letters.

You collect all town correspondence personally?—Yes, I put it in a box.

It's an open box and anyone passing up and down can take out letters?—Oh, no, what right has he?

Quite so, Mr. Gutierrez, I don't say anybody has a right to do it, but can he or can he not?—Impossible.

Nobody can take out any letters?—My eyes are constantly on the box. I should stop him from doing it.

During what hours are you engaged in the Post Office?—From 9 a.m. to 5 p.m.

And during all that time your eyes are constantly on the box?—I can't say. The Postmaster may send for me.

You can't swear that nobody can take out letters?—I can't swear.

You remember sorting Section 14?—Yes.

Did anybody help you or did you do it exclusively?—I always do it myself except when I am sick.

Were you sick at any time between the 1st and 4th?—I was not sick. I was capable of doing it myself.

A postman has access to any pigeon-hole?—I don't understand you.

Any postman has actually access to any pigeon-hole?—Yes, but not when I am there.

Postman 66 could have easily taken out the letters when your back was turned?—He could not have done so.

Why?—Because the hours of his deliveries are 8 a.m., 1 p.m. and 5 p.m.

Same as the defendant?—Defendant's duty is at 8 a.m.

So that anybody can gain access to any pigeon-hole and in his section?—It's difficult to say.

Letters too late for the 8 a.m. delivery are held over between 8 and 10 a.m.?—Yes.

A Chinese postman spoke to having found certain bundles of correspondence under defendant's bed in the servants' quarters of the Post Office and in a brothel at No. 11 Gough Street.

The case was remanded, bail being allowed in the sum of \$500.

RUBBER SHARES.

THE FALL IN VALUES.

The following table will easily show that falls in prices are liable to be almost as rapid as rises, and the difference in values in a month amounts on a general average to a drop of about 20—35 per cent. and there is every likelihood of the fall continuing for some time to come yet, and many of the shares of younger local companies are likely to go back nearly to par.

	April 7.	May 5.
Allagar	8 9	5
Anglo Malay	17 0	17 6
Batu Tiga	26 2 6	25 6 0
Cherosene	7 3	5 6
Edinburgh	25 15 0	28 7 6
Highlands	28 17 6	26 10 0
Kamun	12 6	7 0
London	28 15 0	27 5 0
Lioging	23 0	23 3 6
Seaford	29 0 0	27 5 0
Selangor	24 5 0	23 10 0
Bertram	10 0	7 6
United Siam	28 17 6	26 2 6
United Sumatra	18 9	12 0
Vallambrosa	18 0	14 0
Chaogkat Sordang	26	24
Elphinstone	7	5 4
Indragiri	24	23 3 6
Pajam	21	19
Pegoh	21	20
Sandycroft	20	18
Singapore Rubber	27 25	25 50
United Singapore	24 25	21 7 6

—Singapore Free Press.

The Shanghai Cham-
pions.

SIR PAUL CHATER'S PROTEST.

THE POPULAR VERDICT.

We take the following description of the race for the Champion Sweepstakes, which was run at Shanghai on the 5th inst., from the *Shanghai Times* of 6th inst.:-

The third day of the Spring Race Meeting was marked by an untoward event which resulted in the disqualification of the winner of the Champion Sweepstakes, but otherwise a very enjoyable day's sport was served up. The conditions were better than on any of the two preceding days, for rain held off and underfoot it was a great deal harder and drier. The course was on the heavy side considerably, but none the less it was infinitely better than yesterday or Tuesday. Of course, fast times were not expected in a heavy course, but many of the races were very closely contested, and provided the spectators with ample subject for comment. The attendance was very large, particularly in the afternoon, and there were many ladies among the large throng. Many beautiful gowns were displayed, but on the whole the quiet prevailed, the weather being too unsettled to tempt the majority of the ladies to wear their spring frocks. All the stands were well filled during the day, but the old Members' Stand was by far the most patronised.

THE FIRST PRIZE.

The various sweeps and pari-mutuels were larger than for many years, and the big Champions' sweep first prize amounted to over \$38,000. In connection with the Champions it is to be greatly regretted that the pony which carried the first prize was disqualified for illegality crossing in front of Spring Rose, which pony finished second. It is perhaps unnecessary to remark that to all who witnessed the incident it was apparent that if any foul was committed the fault did not lie in the intention of the rider of Marbles, but was in the leading bunch for the first half-mile and had set the pace very fast. Finishing down the straight he was fully extended and arrived right across the course, passing in front of Spring Rose, who was finishing strongly well on the outside. Whether this movement, which did not benefit Marbles, except in so far as it might have interfered with Spring Rose, really prevented Mr. Buxey's pony from winning is a moot point, but the Stewards were called upon to consider an objection raised by Mr. Buxey. After some little time, during which the pari-mutuels paid out on Marbles, the stewards decided to uphold the objection, and Marbles, in consequence, was disqualified. The occurrence is all the more regrettable in view of the fact that the assembled multitude evinced their appreciation of Mr. Fasli's victory in most pronounced fashion. As the pony was led past the stand, owner and jockey received a great ovation, and the sympathies of all who have followed the sport will be extended to both of them. Of course, the stewards were in the best position to decide upon the question raised and we have no doubt that their decision is a just one. The supporters of Spring Rose have been unkindly treated by Dame Fortune, for though the race has been officially won by this pony, the pari-mutuels paid out on Marbles, as the rules direct they should.

DESCRIPTION OF THE RACE.

For the Champions Sweepstakes, the most important race of the Meeting, fifteen ponies went out, and immediately the names were on the board there was a rush to back the ponies. The race was evidently considered to be a very open one, for China, Spring Rose, Minstrel, Sagittarius and Cumberland were all well backed, China having the most supporters. In all 131 tickets were taken on the winning pari-mutuel and 206 on the places, and of these China was responsible for 83, Spring Rose having 75. With both Marbles and Minstrel starting, it was generally anticipated that Minstrel (ridden by Mr. Alderton) would have the better chance of the two, in consequence of which Marbles was not so well supported, Minstrel carrying 555 tickets and Marbles 221. Marbles jumped to the front as soon as the flag fell, but Rosyth moved up with him quickly and the pair led the field round the first bend, Marbles being third. At the House Bazaar the field had strong out, Halley's Comet having displaced Rosyth. Farther out a long way in the rear. At the mile post Marbles led from Marango, with Rosyth third, three lengths away, China fourth, Heroic fifth and Minstrel sixth, and on entering the back straight the order was much the same, except that Marango had gained level terms with Marbles. As the field raced along Marbles moved up into third place, with Spring Rose on his quarters, and Minstrel fifth, but at the half mile Marbles had a lead of one and a half lengths from Marango, with Minstrel third. The last mentioned pony went into second place before reaching the monument and looked like displacing Marbles, but Marbles kept moving fast and actually increased his lead to about four lengths. Sagittarius then emerged from the track, followed by Spring Rose, and took third place, but was soon passed by Mr. Buxey's pony. Coming down the straight Marbles still led, with Spring Rose gaining ground with every stride. It was a wonderful finish on the part of Spring Rose, but Marbles stuck gamely to his task, faltering only when almost at the finish, when he swerved right across the track in front of Spring Rose. A few more strides and Marbles had won, but only by half a length, with Sagittarius third a length and a half behind and Spring Rose fourth. As already stated, Marbles was ultimately disqualified, but not until the pari-mutuels had paid out. His supporters drew \$8760 for a win.

THE ENTRIES.

THE CHAMPION SWEEPSTAKES.—Value \$15,000. Second Prize, \$1,000. Third Prize, \$500. For all China Ponies weighing at

this Meeting. Weight for inches as per scale. No Entrance Fee.—One Mile and a Quarter.

Mr. Fasli's grey Marbles, Mr. Spring-	lbs.
field	161-1
Buxey's ches. Spring Rose, Mr. C.	155-2
It. Burkill	155-3
Dick Turpin's br. Sagittarius, Mr. Moller	158-3
John Peel's dun Cumberland, Mr. Johnstone	161-0
Quebec's dun Heroic, Mr. Jones	151-0
Durgor's dun China, Mr. P. Orlington	155-0
Argyle's grey Hankow, Mr. Paulsen	156-0
Fasli's ches. Minstrel, Mr. Alderton	158-0
R. Macgregor's ches. Clarchaven, Mr. Cunningham	155-0
Messrs. Toeg, Sprellman and David's grey Stirrup Cup, Mr. J. A. Hayes	165-0
Mr. Saxo-Borussia's grey Halley's Comet, Mr. Rallton	155-0
Hardy's skew Fafner, Mr. Mielck	157-0
G. D. Coult's gr. Warwick, Mr. Dalglish	155-0
Paignton's grey Mateogo Mr. Rowe	152-0
Messrs. Oswald and Hunter's gr. Rosyth, Mr. Vids	155-0
Fifteen starters. Won by half a length; length and half second and third.	

STEWARDS' DECISION.
The following notice was issued after the Stewards' meeting:-

The objection against Marbles having been upheld by the stewards, the champion sweepstakes has been awarded to Spring Rose.

The result of the Race is therefore as follows:-

1. Spring Rose	2. Sagittarius	3. Stirrup Cup.
PARI-MUTUEL.		
For Win. For Place.		
Cumberland..... 116	183	
Sagittarius..... 243	374	
Heroic..... 30	31	
China..... 470	418	
Hankow..... 19	41	
Minstrel..... 312	243	
Clarchaven..... 27	60	
Stirrup Cup..... 31	58	
Spring Rose..... 349	367	
Halley's Comet..... 10	22	
Fafner..... 8	11	
Marbles..... 93	128	
Warwick..... 9	27	
Mateogo..... 75	97	
Rosyth..... 17	27	
	1811	2066
Dividend \$8760	1st \$18.10	
	2nd 9.40	
	3rd 9.50	

CASH SWEEP.

Tickets No.	
4019 1st pony.....	\$38,810.10
6530 2nd.....	11,688.60
4445 3rd.....	5,544.20
2 Q. 1st 1st Unplaced Ponies	4,000.00
Comm. 1st.....	6,027.0
Total.....	\$56,272.00

KHLEST DISAPPOINTMENT FELT.
The *N. C. D.* news thus criticizes the protest:-

The success of the afternoon, however, was marred by the *disappointment* in the Champions' Marbles' win was, without doubt, the most popular victory that has taken place in this race for many years, and it will have caused many besides his owner the keenest disappointment or learn that an objection had been laid against the win in favour of Spring Rose (owner, Sir Paul Chater, of Hongkong, with Mr. C. R. Burkill) up on the ground of swerving. There was no doubt that Marbles swerved shortly after entering the straight; his jockey, Mr. Springfield, was obviously dead beat and swerved himself badly in the saddle. But no one imagined at the time that the swerve had interfered with the rest of the field, least of all with Spring Rose, who seemed to be well on the outside. The latter was exceedingly well ridden up to the finish, but Mr. Burkill had clearly made his effort too late. In the popular estimation Marbles will remain the Champion of this year's Spring Meeting, and if ever there was an occasion for sportsmanship to assert itself, it was in this race. A similar case of swerving, it may be remarked, was noticed in the Rubicon Plate, when Critic crossed from one end of the field to the other, but as far as is known, no objection was lodged by the owner of the third and fourth ponies.

THE CASE OF THE "HIPSANG"

A St. Petersburg telegram states that the Supreme Prize Court, presided over by the Minister of Marine has confirmed the decision of the Libau Prize Court, rejecting the claim of the owners of the British steamer *Hipsang* which was torpedoed and sunk by a Russian warship off Pigeon Bay in July, 1904, during the Russo-Japanese War. The above decision recalls one of the most difficult cases which occurred during the Russo-Japanese War, for the evidence was conflicting. The *Hipsang* was sunk by being shelled and torpedoed by a Russian torpedo-boat destroyer on July 19, 1904. The Russian statement was that the *Hipsang* was proceeding without lights, that she endeavoured to make for a fogbank, and that when she was ordered to stop revolver shots were fired. On the other hand this statement was not accepted by the officers of the *Hipsang*, and part of the finding of the Naval Court at Shanghai, held in 1904, was:- "That the master appears to have navigated his vessel in a seamanlike and proper manner and have acted in a correct manner when challenged by the Russian destroyer, inasmuch as he stopped, went full speed astern, and when the way was off the ship, again stopped the engines, and, further, when he was challenged he at once made known his nationality. When a casualty was inevitable the master appeared to have done all in his power to save life." The hearing of the case by the Supreme Court has been delayed owing to the absence of an important witness, *L. G. C. Zeyher*.

KNIGHTS BACHELOR.

UNAUTHORISED USE OF THE TITLE OF SIR.

The annual report of the Society of Knights Bachelor records that 92 Knights Bachelor joined the society last year, and in each case their knighthood had been registered on the roll at the College of Arms. The council had decided that when the membership of the society exceeded 400 they would take steps to apply to the Sovereign to consider the question of the restoration of the insignia for Knights Bachelor, and thus carry the intention of Charles I. into effect. They would also apply for a Charter of incorporation.

Prior to the society's formation no machinery existed to prevent the unwarrantable assumption of the prefix Sir by individuals having no right to that honour. An individual representing himself to be a knight and obtaining credit thereby was recently sentenced to imprisonment. The society would give prompt attention to any such cases that might arise in the future. In the way several classes in the State had by various ordinances been assigned precedence over Knights Bachelor, and though they were the most ancient order of knights, their rights had been progressively infringed. The society were now prepared on application to issue a certificate to each member, certifying that the honour claimed by him had been duly authenticated. The membership of the society now amounts to 310, all of whom have been registered at Herald's College.

THE STRUGGLE AGAINST ALCOHOLISM.

It will be a surprise to many that in the United Kingdom, as statistics prove, more beer is drunk per head of the population than in Germany with all its Bavarian glory. In both countries there is a decided tendency towards greater sobriety; the consumption of beer falling, during the last 10 years, from nearly 143 to 124½ liters per head in Great Britain, and from 125 to 111 liters in Germany, while there was also a similar fall in the consumption of alcoholic spirits. Still both countries stand at the top of the list as regards their drink bill. Whether legislative measures or increased excise duties may help to reduce the consumption of alcoholic beverages still further, is an open question. The Home Secretary of the German Empire, Dr. Delbrück, declared in the Diet on March 4th, that in this respect not much may be hoped from state interference, whereas a great deal has been accomplished already by the growing insight of the labouring classes and by the agitation of anti-alcoholic societies. It is, indeed, very remarkable that at the same time when Germany and Great Britain advanced in the right direction, the United States of America despite their temperance legislation went steadily the opposite way as regards both their beer and their spirits consumption. The argument that higher prosperity invariably brings with it a larger consumption of alcoholic spirits is by no means borne out by the facts. There was a decided fall observable in Germany in the workmen's percentage of expenditure for drinks with the increase of wages while in America we find the very opposite, the cost of alcoholic drinks absorbing only 27 per cent. of income of the lowest class, and 2.5 per cent. of that of the best paid labourer. The fact seems to be that in Europe the tendency of the times is favourable for a reduction of the drink bill. Even in Russia the sale of distilled waters during the year 1909 shows a falling off by about two per cent from that of the previous year, despite the splendid harvest and the higher wages of the labouring classes.

To a large extent the success of the anti-alcoholic movement may be indirectly traced back to the social legislation for the German labourers since 1881. The annual returns of the various districts showed conclusively to what extent the moderate drinking increases the danger of many diseases, especially tuberculosis, how much more frequently drunkards are obliged to look out for a new berth, and even to go over to a new profession. The organisations for the insurance of labourers against diseases and accidents soon found it in their interest to lend a willing hand in enforcing certain regulations so as to exclude intoxicated persons from every workshop, to prohibit dangerous occupations for men notoriously addicted to drink, and to prevent the bringing of alcoholic drinks to the factory.

The latest move is the systematic placing of inveterate drunkards into special hospitals for curing intemperance. There are already in various parts of Germany about 100 institutions of this kind erected by the society for the prevention of the misuses of alcoholic drinks. In the new draft of the Criminal Code it is proposed to add in the case of misdemeanours committed while in a state of intoxication a prohibition of visiting public houses to the ordinary penalty and to send confirmed drunkards right away into the asylum for a period up to two years.

The great success of the new movement in Germany is not to be found in the larger number of workmen who have taken the pledge but in drawing a sharp line between the moderate drinker and the inebrious character. The former class is to be helped to retain its power of resistance against insobriety, while the latter is taken charge of as a sick person. Of the greatest importance in the propagation of clear notions about the danger of alcoholism among the laity and girls of the workshops. For this purpose popular lectures, pamphlets and circulating exhibitions have been used with much success in Germany. The latest move is to start a tri-lingual periodical for the special purpose of spreading the knowledge of the best methods of fighting the danger of alcoholism. The model is taken from the tri-lingual periodical "Tuberculosis" that has done good service already.

A TERRIBLE STRUGGLE between H. W. Stevenson and Melbourne Isman (the holder) for the Billiard Association Championship has led to the abandonment of the close owing to the unexpected death of Mr. Stevenson.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

May 10th, 3.00 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:-

Allagars	6/9
Anglo-Java	11s. 2/6
Anglo-Malaya	31/ ex div.
Balgownie	23s
Batu Tigas	100/-
Beritams	100/-
Bukit Kajangs	—
Bukit Rajahs	—
Carey Uniteds	36 1/2 prem.
Castlefields	120/-
Changkat Serdaungs	220/-
Cherns	181
Damausars	180/-
Eastern Internationals	40/- prem.
Fed. Selangors	—
Glencays	53 1/2
Gloshells	—
Goldendals	135/-
Golden Hopes	—
Highlands and Lowlands	148 1/2 ex div.
Indragiris	143
Isch Keutaths	—
Jequies	—
Kamunings	10/- prem.
Kuala Lumpurs	215/-
Lanadrans (fully paid)	220/-
Lanadrans (ppd.)	—
Latus	—
Ledburys	110/-
Loggias	65/-
London Ashtates	60/-
London Ventures	9/-
Merlimaus	—
Pajams	58
Pegohs	8 1/2
Rubber Trusts	62 1/2 prem. ex n. i.
Saggas	310/-
Sandycrofts	340
Sapongis	—
Seafields	—
Sekongs	40/- prem.
Shelfords	80/-
Singapore & Johores	52
Sumatra Paras.	—
Sungei Chohs	125/-
Sungei Kapats	195/-
Tandjongs	55/- prem.
Tangkabs	30/- prem.
Toerangis	7 1/2 prem.
Ulu Rintu	—
United Serdaungs	130/-
United Singapore	54
United Sumatras	139
United Langkats	70/- ex rights
Para Rubber	10 1/2 per lb.

APRIL RUBBER RETURNS.

Kemsey	2,043 lbs; total past four months 9,195 lbs; compared with 2,995 lbs. last year.
Agents McAlister and Co.	
Allagars	2,400 lbs.
Highlands and Lowlands	4,265 lbs.
Anglo Malay	48,839 lbs.
Pataling	28,444 lbs.
London Asiatic	9,574 lbs.
Golden Hopes	6,836 lbs.
Salaba	5,015 lbs.
Ribu	4,336 lbs.
Bikam (six months)	6,930 lbs.

Agents Guthrie and Co.
Kamuning—5,293 lbs; Total for March 6,332 lb; Total for nine months 50,996.
Labu (F. M. S.)—March 14,710, four months 53,039; corresponding figures last year 3,394 and 17,573 lbs.

Agents F. W. Barker and Co.
Lanadrans—29,808 lbs dry; Corresponding month last year 17,128 lbs dry; Total first four months of 1910, 106,740 lbs dry; Total for corresponding period last year 65,928 lbs dry.
Sandycroft—9,203 lbs dry; Corresponding month last year 5,742 lbs dry; Total for first three months of financial year 17,718 lbs dry; Total for corresponding period last year 8,888 lbs dry.

Ledbury—8,234 lbs dry; Corresponding month last year 3,054 lbs dry; Total for first four months of 1910 31,543 lbs dry; Total for corresponding period last year 15,677 lbs dry.
Singapore and Johore—8,156 lbs dry; Corresponding month last year 5,938 lbs dry; Total for first four months of financial year 31,235 lbs dry; Total for corresponding period last year 16,179 lbs dry.
Bonaawang—4,305 lbs dry; Corresponding month last year 1,229 lbs dry; Total for first three months of financial year 15,904 lbs dry; Total for corresponding period last year 2,962 lbs dry.

Alma Estate—600 lbs.
Merton Estate—1,788 lbs.
Agents Guthrie and Co., Ltd.
Bukit Kajang—3,15 lbs; Total for four months 14,577 lbs.
Banteng—1,381 lbs; Total for financial year 11,077 lbs.
Agents Ginn and Co.
Balgownie—8,673 lbs; compared with 3,058 lbs same month last year.
Trafalgar—270 lbs.
Seremban—31,445.
Sungei Choh—3,300.

LINGOI DIVIDEND.
Messrs. Guthrie and Co. have received a cable advising that at the annual general meeting of the above Company the Directors' recommendations that a final dividend of 100% should be paid and that the sum of £13,000 should be carried, were confirmed.

The tenants of the Portuguese Mission's block of buildings in Raffles Place, from Messrs. M. Salomon and Son to the last premises adjoining Messrs. Powell and Co. have been given two months' notice to clear out on the 31st June next. The *Singapore Free Press* says it is understood that the present buildings will be demolished for the new offices and godowns of Messrs. Kalls Brothers who have secured a long lease from the Portuguese Mission.

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 14th May, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE.

Comprising—
TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTELS with BEVELLED GLASS, BOOKCASE, HATSTAND with BEVELLED GLASS, DINER WAGON, SIDEBOARD with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DRESSING TABLES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, BRASS and BRASS-MOUNTED IRON BEDSTEADS, TEAKWOOD WARDROBES with BEVELLED GLASS, a quantity of CANTON CARVED BLACKWOOD WARE, GLASS, CROCKERY and E.P. WARE, CARPETS and RUGS;

ALSO
A Number of TYPEWRITERS and ONE BICYCLE.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 11th May, 1910. 1365

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 17th May, at Noon.

For Freight or Passage, apply to
DAVID PASSOON & CO., LIMITED,
Agents.
Hongkong, 11th May, 1910. 1366

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALIAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Moretto, will be despatched as above on SATURDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 11th May, 1910. 1367

Events Coming.

Thursday, 12th May.
Hughes and Hough, auction sale of miscellaneous articles, 11 a.m.

Saturday, 14th May.
Hughes and Hough, auction sale of household furniture, 2.30 p.m.

Tuesday, 17th May.
Sanitary Board meeting, 3.45 p.m.

Wednesday, 18th May.
Licensing Board election, Supreme Court, 11 a.m. to 4 p.m.
Auction sale of 477 bales raw silk, No. 16 Godown, Kowloon, 11 a.m.

Thursday, 19th May.
Legislative Council meeting, 2.30 p.m.

Saturday, 21st May.
Star Ferry Co.'s annual meeting, 12.15 p.m.

REDUCED PRICES FOR WHISKIES.

King Edward VII V.O. Liqueur (Gold Label) - - - - - \$25 per case.

King George IV V.O. Liqueur (Gold Label) - - - - - 25 do

King Edward VII Special (White Label) - - - - - 18 do

King George IV Special (White Label) - - - - - 18 do

Perfection (D. & J. McCalum's) - - - - - 18 do

Club Whisky, Special - - - - - 16 do

NOTE.—Even the Cheapest of these Brands is Superior in Quality, Mellowness and Maturity to many So-called popular Whiskies. Connoisseurs are unanimous in their verdict regarding this.

SOLE AGENTS:

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road, Central.

Telephone 135.

May 11th 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule of Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 17TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	
"MONTEAGLE" TUESDAY, AUGUST 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe; also Around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Military, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$43.
Via New York \$45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 13th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 14th May, Noon.
SHANGHAI	CHOYANG	SATURDAY, 14th May, Noon.
TIENTSIN via CHEFOO	CHEONGSHING	SUNDAY, 15th May, Daylight.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 17th May, Noon.
MANILA	YUENSANG	FRIDAY, 20th May, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Yuensang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 10th May 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"CHEWAN"	12th May, 4 P.M.
QINGDAO & SOERABAYA	"KAIFONG"	14th " Noon.
SHANGHAI	"SHANTUNG"	14th " Daylight.
SHANGHAI	"LYNAN"	14th " 3 P.M.
MANILA	"TAMING"	17th " 4 P.M.
SHANGHAI	"ANHUI"	19th " Daylight.
SHANGHAI	"CHIHUA"	22nd " 3 P.M.
MANILA	"TEAN"	24th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	26th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chien*, *Linan*, *Chinghai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

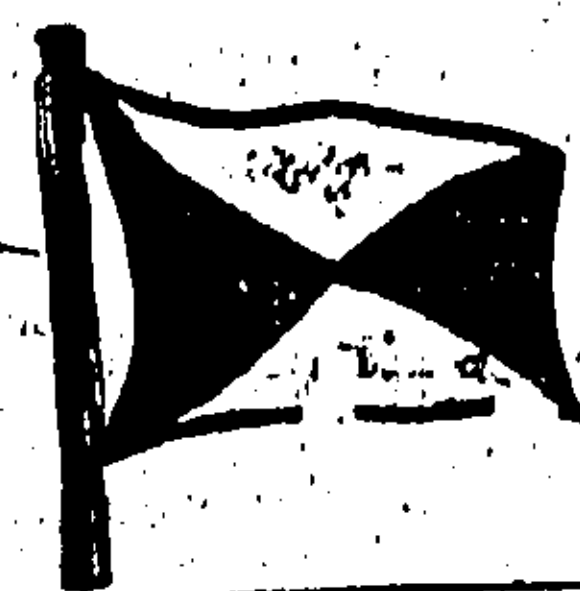
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 95. Hongkong, 10th May, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
KUBI	2540	A. Fraser	MANILA	SATURDAY, 14th May, at Noon.
LAURO	2540	R. Rodger	"	SATURDAY, 21st May, at Noon.

For Freight or Passage apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th May, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA & KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 19th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJON MARU" Capt. Y. Fushino	THURSDAY, 12th May, at 8 A.M.
TAMSUI & SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 15th May, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJON MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd May, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser. TANGO MARU, Capt. A. Christensen.	Tons 9000 Tons 8000 WEDNESDAY, 25th May, at Daylight. WEDNESDAY, 8th June, at Daylight.

VICTORIA, B.C., & SEATTLE	SADONIMARU, Capt. S. Horiuchi.	Tons 7000 SATURDAY, 21st May From KOBE.
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VICTORIA, B.C., & SEATTLE	TAMBA MARU, Capt. K. Sato.	Tons 7000 TUESDAY, 24th May, at Noon.
VIA MANILA, THURSDAY	AWA MARU, Capt. S. Ishikawa.	Tons 7000 TUESDAY, 21st June, at Noon.

SYDNEY AND MELBOURNE	NIKKO MARU, Capt. M. Yagi.	Tons 6000 FRIDAY, 13th May, at Noon.
VIA MANILA, THURSDAY	KUMANO MARU, Capt. M. Winkler.	Tons 6000 FRIDAY, 13th May, at Noon.

BOMBAY, via SINGAPORE AND COLOMBO	WAKASA MARU, Capt. N. Nielsen.	Tons 7000 TUESDAY, 17th May.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler.	Tons 6000 WEDNESDAY, 11th May, at Noon.
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KOBE and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer.	Tons 9000 THURSDAY, 12th May, at Noon.
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SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Combes.	Tons 5000 THURSDAY, 12th May.
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CHEAPEST SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe—in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO, Manager.

Shipping—Steamers

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DELHI."

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 14th May, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mooltan*, 9,621 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *India* due in London on 16th June, 1910.

Parcels will be received at this Office until 2 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 2nd May, 1910.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALTAJO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "CAPRI."

CHINA COAST METEOROLOGICAL REGISTER.

		Bar. Th. Hn. Wind W	
Vladivostok	5 a.m.	29.82	42 96 SE 0 f
Nemuro	5 a.m.	29.87	— — SE 1 —
Hakodate	"	29.97	— — NE 1 —
Tokio	"	29.99	— — NW 1 —
Kochi	"	29.89	— — NW 1 —
Nagasaki	"	29.80	— — N 1 —

Saito	0 a.m.	29.78	70	80	—	b	b
Sato	0 a.m.	29.79	79	74	—	—	—
Takahiko	5 a.m.	29.77	—	—	NW	1	—
Takuma	—	29.76	—	—	—	—	—
Takuma	—	29.77	—	—	E	1	—
Kusuda	—	29.75	—	—	N	6	—
Panadoros	—	29.75	—	—	—	—	—
Ontos	3 a.m.	29.76	83	85	—	1	c
Hongo	10 a.m.	29.80	84	70	WSW	2	—
Victoria Peak	—	29.76	—	—	E	3	—
Gap Rock	—	29.76	—	—	SW	4	c
Waco	—	29.81	84	—	E	3	c
Wachow	—	29.81	84	—	E	3	c
Holow	0 a.m.	—	—	—	—	—	—
Patul	—	—	—	—	—	—	—
Phulice	8 a.m.	29.75	81	—	E	4	o
Tonara	—	29.75	86	—	—	—	—
C St. James	—	29.81	81	—	SW	3	c
Apu	6 a.m.	29.81	75	—	S	2	b
Manila	10 a.m.	29.81	86	72	N	1	c
Legaspi	8 a.m.	—	—	—	—	—	—
Haci	8 a.m.	—	—	—	WSW	1	c
In	—	29.85	81	—	NW	1	b
Kebu	—	29.85	85	—	—	—	—
Laba	—	29.85	78	—	—	—	—

May 11th, 1910, a.m.

Vladivostok	5 a.m.	29.91	47	99	—	0	i
Nemuro	5 a.m.	29.96	—	—	SW	2	—
Hakodate	—	30.81	—	—	WSW	1	—
Tokio	—	29.66	—	—	SE	3	—
Kobe	—	29.28	—	—	W	2	—
Nagasaki	—	29.66	—	—	NNW	3	—

Naba	..	29.70	..	..	SW	1	1
Indigilajana	..	29.70	..	..	SW	1	1
Bomoi	..	29.95	..	..	SW	1	1
Cheloni	5 a.m.	..	..	..	..	..	..
Hankow	9 a.m.	..	71	..	SW	1	1
Kinkling	5 a.m.	..	..	..	..	..	..
Shanbat	1 a.m.	..	68	88	SW	1	om
Galatia	..	39.81	60	64	NR	E	..
Sharp Peak	..	29.70	74	03	E	2	f o b
Amoy	4 a.m.	29.70	77	03	SW	1	..
Swallow	..	29.68	79	82	SW	1	o b
T. 1000	4 a.m.	29.78	..	..	..	..	..
T. 2000	..	29.82	..	..	..	..	..
T. 3000	..	29.82	..	..	E	4	..
K. 1000	..	29.82	..	..	E	4	..
Paradise	..	29.70	..	..	SW	1	..
Harbin	9 a.m.	..	..	..	..	..	..
Cheloni	1 a.m.	29.82	86	66	WSW	2	e
V. 1000	..	29.70	..	..	SW	3	..
Guo Rock	..	29.70	..	..	SW	3	..
W. 1000	..	29.70	82	..	..	..	..

[illegible]

2.—Formosa Channel, S.E. winds, moderate.
3.—South coast of China between Hongkong
and Lamooke. Same as No. 1.
4.—South coast of China between Hongkong
and Hainan. Same as No. 1.

April—Java. 29th April—Pahang, Siamor,
Tonkin 31d May—Indian, Kanagawa Marn,
Thaisus. 6th May—Hutch Marn, Kistis,
Ceylon. 7th May—Sunda. 10th May—St.
Patrick, Saxonia.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	despatch-vessel...	700	4	3,000	Commander A Lowndes	Hongkong
Astraea	cruiser, and class	4,360	10	7,000	Captain R. B. Kiddle	Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captains Fitzkerbert	Hongkong
Bombard	river gunboat	710	6	900	Lt.-Comdr B. G. Washington	Shanghai
Burton	river gunboat	710	6	900	Lieut.-Commander E. H. Donovan	Hongkong
Cadmus	sloop	1,470	—	1,450	Commander H. L. P. Heard	Shanghai
Cherub	water tank and tug	1,470	—	300	Master S. West	Hongkong
Dillo	torpedo boat destroyer	1,070	5	1,900	Commander C. T. Barrett	Shanghai
Florida	cruiser, and class	4,360	10	7,000	Lieut.-Commander J. Boyd Thomas	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander B. J. Gray	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Moore	Hongkong
Jaous	torpedo boat destroyer	280	6	3,900	Lieut.-Commander G. G. Heathcote	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captains S. Farquhar	Hongkong
King Alfred	cruiser, 1st class	14,700	18	30,000	Captains Clinton Baker	en route England
Klaxha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtze
Maclin	surveillance	1,070	6	8,400	Captain F. G. Leachman	Hongkong
Minotaur	armoured cruiser 1st class	14,500	14	22,000	Captain Gao. C. Gayley	Hongkong
Monmouth	cruiser, 1st class	9,800	4	12,000	Captain L. E. Power, M.Y.O.	West River
Northen	river gunboat	180	2	140	Lieut.-Commander G. H. Woodward	Yangtze
Nightingale	river gunboat	85	2	140	Commander E. S. ...	Hongkong
Other	torpedo boat destroyer	350	1	6,100	Lieut.-Commander J. White	West River
Obol	river gunboat	85	1	140	Lieut.-Commander E. J. Southby	West River
Sandpiper	river gunboat	81	1	140	Lieut.-Commander J. M. Barker	Yangtze
Snipe	river gunboat	81	1	6,500	Comdr W. Birlew	Hongkong
Takar	torpedo boat destroyer	350	0	800	Commodore H. Lyon	Hongkong
Tamar	receiving ship	1,470	0	900	Lieut.-Commander H. R. Godfrey	Yangtze
Tet	river gunboat	180	0	900	Lieut.-Commander H. T. Anley	Hongkong
Thetis	river gunboat	110	0	6,300	Lieut. Tennant J. G. B. ...	Hongkong
Virago	torpedo boat destroyer	350	4	450	Lieut.-Commander R. L. Wacoch	Hongkong
Waterwitch	surveying ship	620	4	1,900	Lieut.-Commander U. A. Frimantle	Yangtze
Whiting	torpedo boat destroyer	350	0	800	Lieut.-Commander M. E. Brooks	Yangtze
Wildgeese	river gunboat	190	2	350	Lieut.-Comdr M. H. Wilding	Yangtze
Woodcock	river gunboat	150	2	350	Lieut.-Commander G. F. J. Mulock	Yangtze
Woodlark	river gunboat	150	2	350		Yangtze

From May 10th to 16th 1910.									
HIGH WATER.					LOW WATER.				
Day of Week.	Day of Month.	Highing Mean Time.	Height.		Highing Mean Time.	Height.			
Tues.	10	h. m. m 10 55	ft. in. 7 3		h. m. m 3 17	ft. in. 2 5			
Wed.	11	m 9 15 a	5 1		m 4 55 a	3 0			
Thurs	12	m 10 19	4 5		m 5 57 a	2 6			
Fri.	13	m 11 3	7 5		m 6 10	3 4			
Sat.	14	m 12 51	7 5		m 6 58 a	3 4			
Sun.	15	No inferior	high		m 7 45 a	3 7			
Mon.	16	No inferior	high		m 8 28 a	3 0			
		a 31 a	5 8		m 9 10 a	2 4			

m denotes morning.
a denotes afternoon.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. B. S. KADOORIE & CO. Connected to									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.		POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
			RESERVE.	AT WORKING ACCOUNT.					
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,028,918	2 1/2% for half year ending 31.12.09 @ ex 1/9 = \$15.11	4 1/2 %	\$9.0 sellers (London 4 1/2 %)	
National Bank of China, Limited	90,025	7	6	\$4,000 \$30,000	\$30,552	\$2 (London 2/6) for 1903	...	\$76 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$10 for 1908	6 %	175 buyers	
North-China Insurance Company, Limited	10,000	15	15	Tls. 221,000 Tls. 221,253 Tls. 220,885	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 215 sellers	
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$10,000,000	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$840 sellers	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000	\$77,057	\$12 and bonus \$3 for 1907	7 %	\$200	
FIRE.									
China Fire Insurance Company	20,000	\$100	\$10	\$2,000,000 \$20,000,000	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$113 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000,000	\$426,218	\$27 for 1908	8 %	\$345	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000 \$7,500,000	Dr. \$3,777	\$ % for 1906	...	\$8 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$10,000,000	Nil.	24 for year ending 30.6.1908	...	\$33 sellers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$12,000,000	\$20,766	Final of \$12 for account 1910	8 %	\$30 sellers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$1,000,000 \$10,000,000	43,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$71 sales	
Do. Do. (Deferred)	60,000	15	15	\$1,000,000 \$10,000,000	192,994	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	94/- buyers	
"Shell" Transport and Trading Company, Limited	2,000,000	10	10	\$20,000,000 \$200,000,000	\$1,231	\$1.00 for year ending 31.12.1909	4 %	\$6 sellers	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$48,980	\$1.50 for year ending 31.12.1909	3 1/2 %	\$14	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$20,000,000	Dr. \$1,090	\$10 per share for 1909	5 1/2 %	\$178 sellers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$7,000,000	Dr. \$115,891	\$3 for 1897	...	\$28 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	...	Tls. 900 buyers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$10,000,000	\$1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18 Pa. 10 buyers	
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$600,000 \$6,000,000	none	First year	...	\$21 sellers	
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	\$1,500,000 \$15,000,000	Dr. 6.14	\$1 per share 13th dividend	5 %	\$21 sellers	
DOCKS, WHARVES & GODOWNS.									
Fauwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$4,500,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$10	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$3,300,000 \$33,000,000	\$264,847	\$74 for 1909	4 1/2 %	\$58	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$25,000,000	\$13,765	Interim of \$14 for account 1909	...	\$60	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 Tls. 55,700,000	Tls. 6.16	Interim of Tls. 21 for 1910	6 1/2 %	Tls. 76	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 Tls. 36,000,000	Tls. 9.222	Final of Tls. 4 for 1909	7 %	Tls. 121	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 25,000,000	Tls. 4.314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 102 sellers	
Central Stores, Limited	50,123	\$15	\$15	\$751,845 \$7,518,450	\$24,641	\$1.20 on old and 60 cents on first new issue. \$2.60 on old shares and 1.30 on new shares	...	\$16 buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$6,000,000	\$1,277	\$2.60 on old shares and 1.30 on new shares	2 %	\$107	
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$800,000 \$8,000,000	\$27,911	Interim of 3/- for account 1909	6 1/2 %	\$102 sales	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$50,000,000	\$5,471	45 cents for 1909	6 %	\$84 sales	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$15,000,000	\$2,950	\$24 for 1909	8 1/2 %	\$30 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$3,000,000	none	Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 111	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 39,000,000	Tls. 63,069	Final of \$1.8 for account 1909	8 1/2 %	\$40 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$6,250,000	\$1,958	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 154 sellers	
COTTON MILLS.									
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 1,000,000 Tls. 10,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 154 sellers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$1,250,000 \$12,500,000	\$6,551	50 cents for year ending 31.7.08	8 %	\$61 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 7,500,000	Tls. 8,372	Tls. 74 for year ending 31.9.09	12 %	Tls. 62	
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	Tls. 800,000 Tls. 8,000,000	Tls. 4,820	Tls. 6 for 1909	7 %	Tls. 75	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 11,173	Tls. 25 for 1909	10 %	Tls. 250 ex div.	
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032,480 \$10,324,800	\$648	15 % per share for 1908	...	\$10 buyers	
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$7,200,000	\$1,138	60 cents for 1909	6 %	\$12 sellers	
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$5,000,000	2,602	10 cents for year ended 28.2.06	9 %	\$84 buyers	
Do. Do. special shares	50,000	\$10	\$10	\$500,000 \$5,000,000	\$1,893	80 cents for 1909	9 %	\$19 buyers	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$12,500,000	\$1,893	\$1.20 for year ending 31.7.09	6 1/2 %	\$74 buyers	
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$3,000,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$12	
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$40,000,000	\$670	80 cents for year ending 31.12.08	6 1/2 %	\$20	
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$1,200,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 ex div. b.	
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$600,000 \$6,000,000	\$7,176	Final of \$8 for 1909	6 %	\$160 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$1,250,000	\$9,176	Final of \$1 making in all \$2 for 1910	9 %	\$214 sellers	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 5,475,000	Tls. 316,682	4th interim of Tls. 124 for 1909	5 %	Tls. 1,450	
Maatschappij tot Exploitatie van Landbouwen polders in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 25,000,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	5 1/2 %	\$15 buyers	
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$2,500,000	Pa. 18,640	None	...	\$10 buyers	
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$5,000,000	Tls. 14,810	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 300 sellers	
Philippine Company, Limited	75,000	\$10	\$10	Tls. 750,000 Tls. 7,500,000	Tls. 71,000	None	...	\$25 buyers	
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 400,000 Tls. 4,000,000	Dr. \$11,096	40 cents for year ending 31.5.09	8 %	\$5 buyers	
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$1,500,000	none	60 cents for year ending 31.12.08	8 %	\$9 sellers	
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$5,000,000	\$43	60 cents per ord. share for year ending 31.5.09	5 %	\$64 buyers	
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$5,000,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$3 sellers	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$1,000,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...		
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$9,000,000	none				
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$1,050,000	none				

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL: £3,000,000.



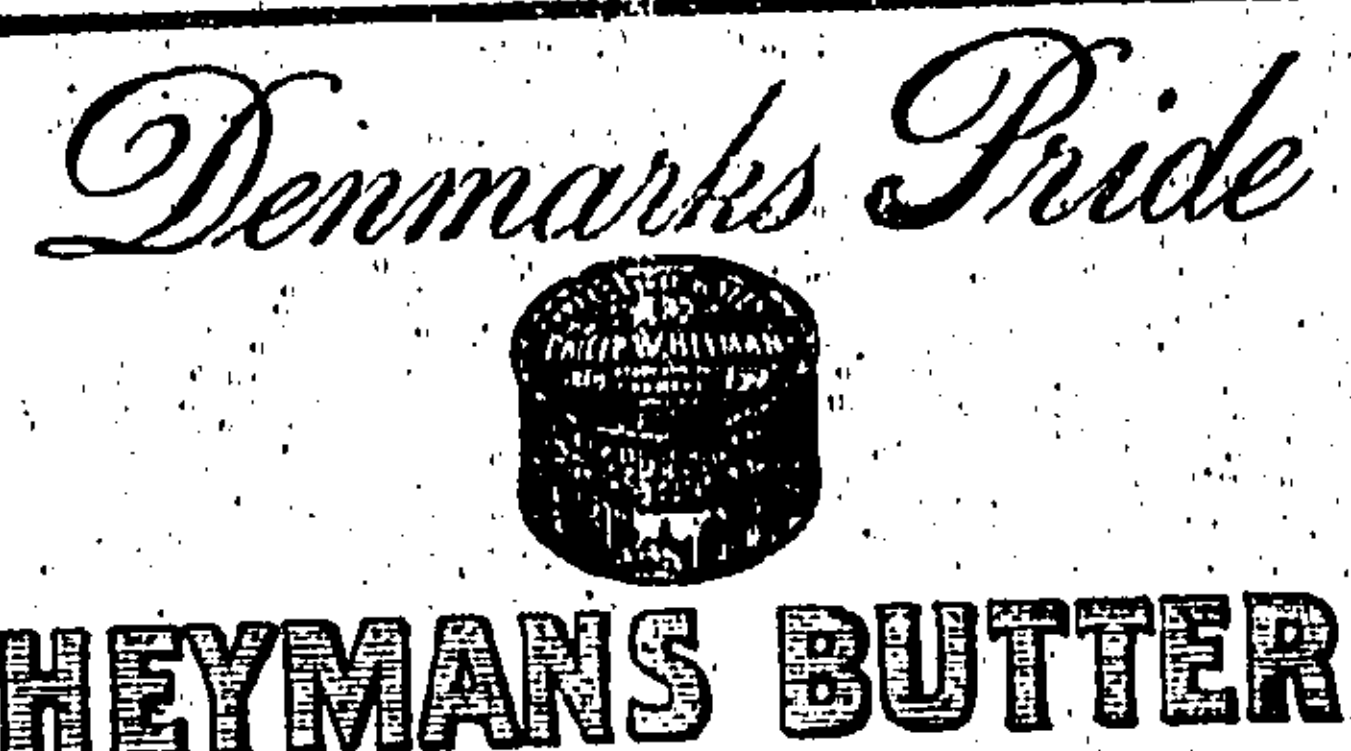
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High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfantos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

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MOHIDEEN &
CO.FINEST ASSORTED
COLLECTION
OF
CEYLON
JEWELLERY

AND

GEMS

of all kinds in stock.

Gold Guaranteed.

2B, D'AGUILAR STREET,

HONGKONG.

Hongkong, 28th March, 1910.

KWONG FUNG YUEN,

HEAD OFFICE—No. 5, Des Voeux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military
Authorities.HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 28th March, 1910.



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